

COMMISSIONERS APPROVAL

CHILCOTT 

LUND 

THOMPSON

TAYLOR (Clerk & Recorder)

Date.....June 15, 2006

Members Present.....Commissioner Greg Chilcott and
Commissioner Alan Thompson

Minutes: Glenda Wiles

Commissioner Chilcott attended a School Transportation meeting during the morning hours.

The Board met to open bids on the Junk Vehicle bid request. Commissioner Chilcott read the legal notice, noting proper legal notice was made. Two bids were received as follows:

- Honey Enterprises bid at \$35.00 per junk vehicle plus \$3.50 per mile from the point of origin to the graveyard per vehicle.
- Marvin J. Kyle bid at \$39.84 plus \$1.85 per loaded mile from point of origin of farthest vehicle from the graveyard.

Gene of Honey Enterprises noted the statute requires standard wrecker equipment and the hauler be a wrecker operator.

Commissioner Thompson made a motion to have the Director of Environmental Health review the bids and make a recommendation to the Board for award. Commissioner Chilcott seconded the motion and all voted "aye".

In other business the Board reviewed the contract with Attorney Michael Hayes for the DPHHS contract for services. It was noted that County Attorney George Corn has recommended the Commissioners approve this contract. It was noted the rate of services will increase with this contract but this is the first increase in five years. Commissioner Thompson made a motion to approve and sign this contract due to the recommendation of the County Attorney. Commissioner Chilcott seconded the motion and all voted "aye".

The Board met with Airport Board Members Carl Fox, Dave Hedditch and Fred Haaskamp in regard to hangar leases, the Trap Club lease and parking plan. Also present was Page Gough, the Interim Airport Manager, Civil Counsel James McCubbin, FBO Mark Fournier and FBO Steve Wolters. The Board addressed Hangar Lease #508

(formerly P3-P4), which was discussed earlier in the week as the self-serve system. Commissioner Thompson made a motion to approve of Hangar Lease #408 as leased by Steve Wolters with the amendments as added and initialed on the lease. Commissioner Chilcott seconded the motion. Discussion of the motion then occurred. Page asked if consideration should be given to Keith Evans for taxiing his plane into his hangar. It was noted that Mr. Evans' hangar is very old. Steve indicated he would visit with Mr. Evans when the service system is constructed and make sure there is space for entry into Mr. Evans' hangar. James indicated if the Board wants to make sure any type of aircraft can enter into the Evans hangar, the Board could move the lines for the hangars. The hangar is not big enough for any large planes and if Hangar #508 was built out to the limit line, that would only leave approximately 4' to place a 182 plane inside. Dave stated the Evans hangar is designated as FBO space and is not being so utilized. Commissioner Chilcott noted this hangar is taking up quite a bit of space since the door entry faces east. James stated the proposed lease could be changed to allow only a self-service fueling station and any changes would have to come back to the Board.

Citizen Tex Irwin indicated Keith Evan's hangar lease expires in five years. James suggested a condition be placed on the Wolters lease, not to extend past the 96' line for a maximum of 5 years.

Mark Fournier noted that Keith just sided his lease and placing that restriction on Wolters could negatively impact the value of the Evans hangar.

Discussion included not allowing any construction within 4' of Keith Evan's hangar without having the Commissioners approval. Mark state Keith's hangar could never be rebuilt without having a door to the east.

Commissioner Thompson stated the lease would need to be amended to reflect a lease site of 4,800 sq feet. Steve Wolters stated this is not ideal but he can make it work. Discussion included the benchmark for where to start the measurements. Commissioner Thompson suggested they wait on any motion until Page could obtain the GIS information on the ALP and space available.

In regard to the Gun Club lease, Dave Hedditch stated the Gun Club will be meeting this weekend. They will come back after their meeting to discuss their lease.

In regard to parking of aircraft and autos, Carl Fox stated the Airport Board came up with some proposed parking. (See attached proposal and map). Mark stated his operation is up and running and they will be selling fuel next week. Their maintenance operation is also up and running, as is their flight school. They have a 24-hour lounge.

Mark stated he is being required to meet standards that others are not. Commissioner Chilcott stated he does not agree (that Mark is being treated differently).

Carl stated the Airport Board has approved the parking of aircraft and autos and the reason for this is to provide the maximum amount of taxi and runway. Carl stated the

FBO's have met the rules for their present space but they will need to review the rules in the future.

Commissioner Thompson stated he understands space numbers 1-9 on the parking of aircraft with the exception of #10, which returns the area east of space 8-T to grass. Mark suggested they put up a sign in that area east of that space showing 'no taxiway'. Mark stated it is the most logical but it is not the most beneficial to him. James stated this is a workable plan and suggested they put an out-clause on any of these parking spaces that allows the Commissioners to cancel them in the lease if they do not work out.

Commissioner Thompson made a motion to adopt the Aircraft and Auto parking memo, as presented today, with the notation that if they do not work, the lease can be canceled and the spaces can be withdrawn. Commissioner Chilcott seconded the motion and all voted 'aye'.

The Board then received GIS information on the hangar spaces. Commissioner Thompson made a motion to execute the lease on #508 (formerly P3 and P4) and adopt Exhibit A, B, C & D. Exhibit D reads as follows: "an area in the approximate prior location of Site #508, also formerly known as P-3 and P-4, rectangular in shape, measuring 96 feet in length on its boundaries to run parallel to the building restriction line appearing on the airport's current ALP (approximately north-south), and 50 feet in length on its boundaries to run perpendicular to the BRL line (approximately east-west, with the northeastern corner of the lease premises at a location measured 20 feet from the southeastern corner of the hangar constructed to the north of site 508 and currently leased by Jerry Simpson, measuring the 20' separation running approximately southerly from the Simpson hangar and parallel to the airport's BRL line". Commissioner Chilcott seconded the motion and all voted "aye".

PARKING OF AIRCRAFT AND AUTOS

1. Parking spaces A, B, C, and D have been removed.
2. Remove parking spaces: 27, 28, 29, 30, 31, 32, 18, 26, 9, and 1T.
3. Assign parking spaces to individual aircraft. Aircraft now paying for ramp parking would be assigned space they are now using if possible. These spaces would be reserved for the aircraft paying for the space. Spaces 1, 2, 3, 4, 5, 6, 7, 8, 10, 19, and 11, etc.

All assigned spaces must be paid in advance

4. Improve grass parking area and install signs to enable transit aircraft to parking available in the grass area.

Parking in grass area would be free for operational aircraft.

5. Selected parking spaces to be managed by fuel-selling FBOs. The fuel-selling FBO would also be allowed to use the space in front of their FBO for parking.

Offer spaces numbered 14, 15, 16, 17, 22, 23, 24 and 25 to Northstar.

Offer spaces numbered 2T, 3T, 4T, 5T, 6T, 7T, and 8T to Polo Pumps upon their complying with all requirements including the Minimum Standards and commencing sales of all required fuel types. These spaces will remain as transient parking until that time.

The purpose of offering these spaces to the fuel-selling FBOs is to enhance ramp use by the public in general and transients in particular. Renewal or cancellation of these leases will be subject to how well the FBO achieves this purpose.

6. Offer a lease of one space east of the south end of the Selway hangar to Selway. The other spaces south of the Café would remain for transient aircraft.
7. Restrict parking east of the Hangar Care to two hours and paint a line that will show the ultimate airplane parking line.
8. Paint 'No Parking' in the area used to access the new hangars south of the Hangar Café.
9. Consider building a new parking area to the west of the café and moving our single engine aircraft to that area using the existing ramp for transient aircraft.
10. Return the area east of space 8T to grass.

